

Intimation.

W. BOFFEY & Co.
TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896. [1473]

THE YOKOHAMA SPECIE BANK LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 29 dated the 6th day of the 7th Month of the 30th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL....." 5,250,000
RESERVE FUND....." 5,010,000Head Office:—
YOKOHAMA, JAPAN.Branches and Agencies:—
Kobe, London, New York, Lyons, San Francisco, Honolulu, Bombay, Shanghai.London Branch:—
120, Bishop Gate Street, Within.London Bankers:—
THE UNION BANK OF LONDON, LTD.,
THE LONDON JOINT STOCK BANK, LTD.,
THE PARIS BANKING CO. and the ALLIANCE BANK, LTD.Shanghai Agency:—
No. 21, THE FUND.Peking Agency:—
No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in Japan and China, and on the Principal Commercial Centres in Europe, India and America, and every description of Exchange Business Transacted.

NAO NABEKRA, Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and with the sanction of the Japanese Minister of State for Finance, I have this day OPENED an AGENCY of the above BANK at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA, Agent.

Hongkong, 22nd September, 1896. [1474]

HONGKONG RIFLE ASSOCIATION.

Advertisements.

COMPETITION.

THERE will be a SPOON COMPETITION TO-MORROW (SATURDAY), over the 200, 100 and 500 yards distances, Seven Shots and a "Sighter" at each. Firing to commence at 2.30 P.M.

F. SMYTH, Honorary Secretary.

Hongkong, 2nd October, 1896. [1475]

FOR SHANGHAI.

THE Steamship

Captain Th. Lehmann, will be despatched for the above Port TO-MORROW, the 3rd instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 2nd October, 1896. [1476]

TO LET.

DWELLING HOUSES:—
Nos. 2, 3 & 4, RIFON TERRACE,
No. 2, HILLSIDE, at the PEAK—FURNISHED.

No. 6, VICTORIA VIEW, KOWLOON.

GODOWNS in BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 2nd October 1896. [1477]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd May, 1896. [1478]

NOTICE.

I HAVE this day commenced Business as a GENERAL COMMISSION AGENT.

W. SHEWAN, [1479]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

DEATHS.

At the Government Civil Hospital, on the 1st October, 1896, PETER MCGREGOR, age 36, late Chief Engineer of the Chinese Revenue Cutter *Kaplan*. [1511]On board his ship, the British barque *Velocity*, in Hongkong Harbour, at 3.35 this morning (2nd October, 1896), Captain ROGER MARTIN, of Bridgeport, Nova Scotia. [1530]

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 2, 1896.

NOTES AND COMMENTS.

A curious question seems to have arisen in Korea lately, according to a recent article in the *Seoul Independent*, and the question is, what is the position of the Chinese Government and of Chinese subjects with reference to the piece of ground in Chemulpo, formerly known as the Chinese Concession, and to the house and buildings, private property, built on that concession by Chinese before the late war?

When war broke out in 1894 between Japan and China, all the Chinese then resident in Chemulpo would appear to have abandoned their houses and returned to their own country. Since the conclusion of the war most of them have returned and have been able to resume possession of their former property. Others have found houses and lands within the Chinese Concession, so called, in the possession of Koreans and they are claiming rent from the occupants. Have these Chinese any rights in the land, or has the war swept them all away? Is there any longer a Chinese Concession? War wipes out all treaties and engagements between the Powers who are waging it, and such treaties to be binding must be renewed or recognized in some way after the war. But was Korea ever at war with China? Has peace ever been formally made between Korea and China. Was the Concession at Chemulpo the result of a formal treaty and engagement between the two Powers, or was it set apart as a matter of convenience by the Korean Government, for the use of the Chinese, under instructions from Peking? We are inclined to think that whatever rights the Chinese Government

possessed by treaty or otherwise—to have a special piece of ground set apart as a place of residence for her subjects—are gone, and that there is now at Chemulpo no Chinese concession; but it is a very different question as regards the ownership by Chinese of definite portions of ground acquired within that concession by purchase or occupation. Private rights are not affected by war, without some further formal act of the Government concerned. Such property becomes undoubtedly forfeitable, but it must be publicly forfeited before the prior rights in it are lost. If a Chinese subject owned land and houses in Chemulpo before the war, and on his return after the war he finds them in possession of a stranger, he is entitled to claim his property and recover possession, unless, because of his abandonment of them, some decree of the Government or some judgment of a Court has deprived him of his title. The mere fact of war having broken out does not work a forfeiture.

We note with some surprise that Dr. CLARK has formally reported to the Sanitary Board the fact that in some recent cases in the Summary Court Mr. Justice SERCKING SMITH had decided against the Board, and had ordered them to pay damages. As all the members of the Board, and not merely the Medical Officer of Health, were defendants in these cases and are made personally liable for the payment of these damages, this report would appear to be a useless waste of paper and ink. But although called a report it is not so in fact. It is a defence by the Board, and a very feeble defence. Incorrect in its statements of facts and hopelessly illogical in its reasonings. It is difficult to say whether the report itself, to which Dr. CLARK's name is appended, or the memorandum at foot annexed by the Sanitary Superintendent, Mr. McALLISTER, is the more stupid. Mr. McALLISTER tries to be concise and sarcastic, but fails. Dr. CLARK tries to set out his defence very simply, very clearly, and very logically, but it is neither clear, nor straightforward, nor convincing. Whatever the merits of the cases and the purely legal grounds on which they were decided, the complaints against the Board and its officers which gave rise to these suits were perfectly simple and abundantly justified. Granted that they were entitled to enter and inspect every house in the proclaimed districts and to enforce proper cleanliness and ventilation, they were charged, in the first place, and on good grounds, with entrusting the performance of this responsible duty to subordinate officers, not properly instructed and not adequately supervised. In no case were the constables—and they were only constables in charge of these working parties—furnished with written instructions for their guidance. No reasonable notice was given householders to clean their premises, and there was no such pressing need for haste as there was in 1894. If reasonable time had been given, most of the premises would have been cleaned without interference. When the working parties came along they were utterly reckless in their proceedings and any attempt at remonstrance or complaint, whether by the Chinese owner or his European architect or lawyer, was resented as something like treason or rebellion, and, lastly, there was a very strong suspicion, and very strong grounds for that suspicion, that equal measure was not meted out to all persons equally. The work was a necessary work, but it was taken in hand and carried through in the most careless, reckless fashion, without any forethought, any consideration, any exercise of judgment. Men who had experience in the Colony and knew something of the Chinese and men who had done the work in 1894 and did it well; were set aside for riffraff like Dr. CLARK, just arrived in the Colony and wholly without judgment and experience—men wholly without a knowledge of the simplest principles of law. Nothing can be more untrue than the statement that the same men were employed in 1896 as our local contemporaries have pointed out, not one of them was employed. All appear to have been deliberately set aside. Why was not Mr. CROOK entrusted with the work of cleansing and disinfecting? He thoroughly understood it. He performed his work admirably in 1894. He knew all the difficulties attending on it, and how to surmount them. Dr. CLARK's report to the Board is a tissue of inanities and misstatements.

TELEGRAMS.

REUTER'S MESSAGES.

MORE GOLD!

LONDON, September 30th.
A further important discovery of gold has been made in Newfoundland.

MADAGASCAR.

The latest mail from Tamatave reports that the rebels have surrounded Atananarivo.

THE MATABELE REVOLT.

The rebels in the Mazoe district have been routed.

THE SOUDAN EXPEDITION.

Reuter's Agency learns that no advance will be made this year beyond Dongola, as the state of the Egyptian finances will render the advance impossible. British and Egyptian officers will administer the whole of the province of Dongola and will organize a police force, Egyptian brigades will remain at Khartoum and El Debbah, which will be permanently garrisoned. Armed steamers will patrol the river Nile. No British troops will remain at the front, except machine gunners and engineers. The railway will be completed to Khartoum, whence steam-trains can ply to the open water.

LOCAL AND GENERAL.

The First Brand is now at Tientsin.

H.M.S. *Ridgely* has left Manila bound for Hongkong.

WHEN we were going to press we were informed that the delivery of the English mail, which was signalled at 4.30, would commence at 7 p.m.

A JUBILEE postage stamp commemorative of the two hundredth anniversary of the Nieguch Dynasty has just been issued in Montenegro, and is being used by the Post Office.

THERE was considerable discussion at the annual meeting of the Jockey Club this afternoon. The resolution of which due notice has been given by advertisements in the local papers was carried and the report and accounts duly passed. A full report will be published in our next issue.

THE road leading from the Monument in Happy Valley to Praya East is being widened and the banyan trees which were planted along it are being transplanted. This is probably one of the largest transplanting operations ever attempted in Hongkong, and the success or failure of it will doubtless be watched with interest by all who are interested in afforestation.

We are indebted to the courtesy of the Manager of the Chartered Bank of India, Australia & China for the information that he has received a telegram from the London Office stating that at the approaching meeting of shareholders the Directors will recommend an interim dividend for the past half-year at 7 per cent. per annum, free of income tax, or the same as that paid for the corresponding period in recent years.

CAN nothing be done to stop the circulation of counterfeit Chinese silver? It is bad enough to have about eighty per cent of the small silver of the colony consisting of Chinese coins, but when a large percentage of these prove to be counterfeit in addition to being not current one is inclined to use language totally unfit for publication. A great deal of bad money appears to be passed by rickshas and chair-coolies, and if the recipients would only take the trouble to examine their change and promptly give the culprit in charge good results might follow.

AT Trieste three experienced divers are now engaged upon a highly interesting task. In 1811 a terrible explosion took place in the harbour there, the causes of which have never been explained. Much loss of life and property was caused, and the *Danar*, a French frigate, was sunk. The divers soon ascertained the position of the hull, but all efforts to raise it have since been vain. The vessel contains £120,000 in gold, and the valuable jewels of a French Princess. The French Government, moreover, have offered a high price for any guns that may be recovered.

THE Assistant District Officer, Serandah, Straits, writes in a recent report:—In accordance with instructions from the Government a block of camphor wood has been sent to the Director of the Botanical Gardens, Singapore, to enable him to make experiments in extracting the camphor. If a practical and paying method for its extraction can be discovered, Rawang would become the centre of an important camphor industry. No other camphor forest like that at Rawang is known in the Peninsula, and the camphor is capable of producing fetches a higher price than the common article.

We greatly regret having to record the death of Mr. Peter McGregor, who passed away at the Civil Hospital yesterday. The deceased was Chief Engineer of the Chinese revenue cruiser *Kaplan* and had been a number of years, always with great credit to himself and complete satisfaction to his employers, in the Chinese Revenue Service. His genial manner, gentlemanly bearing and kindly disposition rendered him very popular ashore and afloat and he leaves behind him a very large circle of friends, many of whom, including a large number of the members of Zealand Lodge, followed his remains to their last resting place in Happy Valley this afternoon.

A CURIOUS discovery has been made by the workmen engaged upon the restoration of Peterborough Cathedral. A number of blocks of moulded marble have been found, which, on being put together, make a portion of a huge basin between twenty and thirty feet in circumference. It has apparently a series of small basins or hollows running round it suited to each other, but not extending to the centre. It is expected that further fragments will be found which may cast additional light upon its origin. The fragments were cast into the foundations by the fourteenth century builders. A conjecture has been made by Mr. Irvine, the clerk of the works, that it may be the bottom basin of an ancient fountain from the cloisters.

THUS the *Strait Times* of 24th ultimo:—Today, Mr. W. J. Napier, Barrister-at-Law, was sworn in as a member of Legislative Council. The arrangement is precisely as we suggested a fortnight ago—that Mr. Burkinshaw should have six months' leave of absence, and that Mr. Napier should be deputy for Mr. Burkinshaw. It is, we believe, some considerable time, indeed quite a number of years, since there has been a deputy appointment made among the unofficial members. But, as we argued a fortnight ago, the power to so appoint exists; and the present is an exceedingly suitable occasion to use it. It is necessary to have one unofficial lawyer in Council and Mr. Napier is a most suitable man. He is an excellent lawyer; and in various connections—such as the affairs of the Straits Association—he has shown much well-balanced public spirit.

MEMORANDA.

SUNDAY, 4th October.

Tapeless mail due.
9 a.m.—Honom will proceed to Macao on a excursion trip, weather permitting.

ONE of the most amusing discussions in the debate on the Transvaal Liquor Law in the Second Rand arose on the question of whether "barmen" are dangerous persons, and whether they should be abolished from Oom's Land. Many memoranda, mostly started by men, favoured the ban; and at one point in the consideration of the matter it looked as though the class from which Rand financiers mostly select their brides was to be obliterated.

THE coconut plantation in Happy Valley has been done away with. Cocoanuts are not a success in Hongkong, as their extreme northern limit having been reached the palms are stunted and the fruit shrivels and drops without ripening. The young shoots from the heart of the coconut palm make an excellent vegetable or salad, but as the tree has to be destroyed to obtain it we can only recommend our readers to wait for the next typhoon, when they may be able to obtain the delicacy from the wreck of a garden.

HONGKONG is not the only British colony wherein "peculiarities of the law" are noticeable, as witness the following from our Sydney namesake:—"For 'cruelly ill-treating a cow' in the colony of Victoria a woman was fined £4, and by the same Court, for cruelly ill-treating a woman, a man was ordered to hand over half-a-sovereign. In the latter case, the delinquent pleaded two extenuating circumstances. First the woman was his wife, and, secondly, she had given provocation by calling him 'a sub-soned adjective.' To show that her syntax was wrong and that instead of an adjective he was a noun, or an active verb maybe, he took her by the hair of the head and dragged her about the floor and beat her. Taking all the facts of the two cases into consideration, therefore, the enlightened Bench concluded that the offence of ill-treating the cow was just four times as great as that of ill-treating the woman. One of the very snuggest points of the marriage question is brought into striking prominence by this incident, which shows the complete hopelessness of attempting to administer full justice in such cases between man and wife. If the woman who was dragged about by the hair of the head had been a stranger to the man, say a daughter of one of the noblest people, no half-sovereign would have squared the offence. But what is the use of imposing heavy fines on snub-nosed husbands who beat their wives? Even this half-sovereign the victim will probably have to pay by having it struck off the domestic estimates. She has to take the beating, therefore, and pay the fine into the bargain. If it is any consolation to her, however, she can reflect that where women beat cows, and get fined, the real vengeance of the law falls upon the husband, whose goods are subject to levy and distress. So that, as Stephen Blackpool, himself a victim of the marriage dilemma, would remark, 'It's a' muddle, no matter how you look at it.' The only apparent remedy is for the *snub-nosed* woman, who claims to be the equal of man in all things, to make her glove practice part of the 'new' curriculum, so that when she feels disposed to call her husband a 'snub-nosed adjective' she may be prepared to 'raise him one' on the organ in dispute should he raise any question about it. Until then she must take her 'lessons' as they come, for, although the law may interfere to protect any other living creature against man's violence, it can, as a rule, only make matters worse for herself by doing so on behalf of the wife.PROBABLY the oldest, most widely known, and wealthiest China coaster was removed from this world by the cold, relentless hand of Death when Captain Roger Martin, owner and commander of the British barque *Velocity*, "crossed the border" at an early hour this morning. Captain Martin first visited the Far East in 1848 when he was mate of an American ship, and later on in 1857 he was in command of a vessel trading to Canton and was holding out for certain rights that had been denied him when at the urgent request of Lord Elgin he took his ship from Whampoa to Hongkong, to await developments in the war between England and China. After the war he took command of a small coaster and ultimately became owner of her. He prospered greatly, and in 1871 went to England and bought the barque *Velocity* in London and was in command of her on the Hongkong-Honolulu run up to the time of his death. Captain Martin appears to have not only been a successful mariner—he never had to 'face the music' in a Marine Court—but also a highly successful financier. He knew how to use his hard-earned savings in the securities to advantage and almost everything he touched brought in good returns. He was reputed to be worth at least \$80,000 in hard cash; to hold shares in several of the local companies; to be the possessor of house property in Wanchai, Kowloon, Canton and Honolulu; to have about \$60,000 due for freight on the cargo brought here the day before yesterday, and to have other property in some of the ports he has visited with his ship from time to time. He was a native of Bridgeport, Nova Scotia, and is believed to have been upwards of 70 years of age at the time of his death. It appears that he had been unwell for some time, that he was gradually giving way under the weight of years and the hardships of his youth, and that the Chief Officer, Mr. J. R. Walsh, had to navigate the *Velocity* from Honolulu to Hongkong, the master being too far gone to take an active part in the management of his ship. That this, it appears, is all as soon as he got a fair wind in the hope of getting medical assistance for the Captain, and as soon as the anchor was dropped here, he sent for a doctor. But Captain Martin, who managed to struggle up on deck for a few minutes and ask for the latest Hongkong papers (which, however, he never read) refused to go ashore to the Hospital for treatment and getting rapidly worse during the night he passed away at 3.30 this morning. Nothing appears to be known yet about the disposition of his property, or whether he had made a will or died intestate.THE *Dell Current* reports that the prolonged drought in Dell broke up the other day, and rain continued from that date to fall for 15 days. Upon some low-lying estates the flow of water proved so great that the standing tobacco crops suffered heavily. On one estate so less than about 800,000 plants were destroyed. Some of the high-lying estates, where planting had been started late, profited by the rains; but from most of the fields the crops had then already been gathered. So far as can be judged at present, the quality of the tobacco harvested meets expectation, but experience shows that planters must, on this point, reckon with the whims of the dealers. The quantity, too, is found satisfactory. In Dell the average yield stands at eight picols a field, and in Serdang, even ten picols a field has been reached; but in Langkat the average comes below eight picols.

IN concluding his administrative report for the past year the Acting Solicitor-General of Ceylon, Mr. Templer, says:—"I have had the advantage of perusing Mr. Elliot's admirable report on Prisons for the year 1895. I entirely concur with the strong recommendation he has there made, that every time the knife is used the offender should be flogged, and that flogging as a deterrent to the use of the knife should be given a full and fair trial. Homicide is the one offence that has been invariably high in this Colony, and in which no decrease or semblance of decrease can be traced during the last twenty years, and there can be no question that a majority of the homicides are due to the use of the knife. If the natives knew they were to be flogged every time they were not hanged for the use of the knife, some of them at any rate would, I believe, be deterred from using it in petty quarrels on slight or momentary provocation. And if, after a fair trial, flogging was not found to deter natives from the use of the knife, then again I entirely concur with the Inspector-General of Prisons, and think that flogging as a punishment might be abolished."

THE NAVAL FUNERAL.

The funeral of the late Fleet Paymaster John Bremner, of H.M.S. *Cerberus*, which took place yesterday afternoon, and for which we had only time for brief mention in our last issue, was one of the most impressive sights witnessed in Hongkong for a long time.

The procession left the Royal Naval Hospital at 4.45 p.m., led by a firing party of Marines, marching with reversed arms, and followed by the band of the Rifle Brigade with muffled drums. Next came a party of seamen drawing the coffin, on a gun-carriage, covered with the Union Jack, on which were placed a number of wreaths and the deceased officer's cocked hat and sword.

The coffin was attended by a group of Naval officers, as chief mourners, and followed by the staff of the Naval Dock-yard. Then followed a body of seamen from the men-of-war in harbour, the Royal Engineers, Hongkong Regiment, Royal Artillery, and the officers of the Garrison. His Excellency the Governor and the General Commanding being represented by their *ad hoc* deputation. Next came the Naval officers, the Commodore being represented by his secretary and the civilian friends of the deceased brought up the rear.

As the procession left the Hospital gate the band struck up the Dead March in Saul and the melancholy cortege moved slowly on until the gate of the Cemetery was reached, when the firing party drew up in a line on either side of the road resting on reversed arms, while the coffin was carried into the Cemetery. The burial service was conducted by the Naval Chaplain, and on its conclusion the firing party fired three volleys over the grave, the buglers played the general salute, and the men were moved off leaving their comrades to rest in his narrow bed far from friends and home.

What makes the death of Mr. Bremner especially painful is the fact that he leaves a wife and family to whom he was on the eve of returning to enjoy a well earned pension on retiring from the service, when he was cut-off, one may say, almost in sight of the mother country.

THE REVOLUTION IN THE PHILIPPINES.

MARTIAL law has been proclaimed in Manila since Sunday, the 30th August. About a fortnight since a printed proclamation, inviting the populace to revolt against the Spanish Government, was discovered in a Manila printing office. The discovery was the work of the government, who elicited it through the medium of oral confession. In consequence of this several rich natives and *maitres* have been arrested. One of the latter is said to have smuggled 4,000 Mauser rifles into Manila. Last Sunday the insurrection evoked itself with terrible earnestness, in a suburb inhabited by Germans and English, who have now all taken up their residence in the city. In this first encounter between the rioters and the troops three were killed and wounded on both sides. Yesterday in the vicinity of Cavite the tension of Manila, violent shooting was heard. To all the suburbs and neighbouring villages troops have now been sent, in order to provide against a *coup de main*, and crews of most of the Spanish war vessels are quartered ashore. The small gunboats are patrolling the river day and night. Volunteer corps have been formed to maintain law and order in the inner city, the old gates and drawbridges which lead into the city have been closed, and the debilitated and rusty cannons taken from their hiding places. Among the hotels in the suburbs rifle have been distributed to the able bodied male population, and from the troops in Mindanao and Sulu drafts have been ordered to Manila, while two men-of-war with 500 troops have been telegraphed for from Spain. Up to the present time in the Philippines only one regiment of European artillery is stationed, all other regiments consist of natives with Spanish officers and non-commissioned officers. Of the native soldiers some portion have already deserted and gone over to the rioters. The General has moved his quarters to the Calindangan (walled city). The Government coffers are empty, and the Lottery Tickets are not being sold under pain. The Government is in a tight-fisted state. Whether the revolt will soon be suppressed or whether it will assume still more serious proportions no one seems able to give an opinion. It is generally stated that of the prisoners who have been in prison from Monday to Tuesday over 40 have perished in the stifling and pestilential dungeons into which they were cast.P.S.—The German Consulate has just advised the German married residents, per telephone, to take their wives and children to the office in the town. Rumours of the wildest description are in circulation and it is difficult to know what to expect. Yesterday sixty of the insurgents took prisoners were shot, and to-day forty-four more a similar fate.—*Hongkong Times* Cor.

BOMBAY AND CALCUTTA.

THE INHUMANITY OF THE GREAT INDIAN CIVIL.

BOMBAY PLAGUE IN BOMBAY.

Our Tonkin contemporaries have received a Havas message, dated 24th September, reporting that bubonic plague prevails at Bombay. At first this news will doubtless surprise a good many whose knowledge of Indian cities is confined to the "swell quarters," but to those who have "done the slums" of Bombay and Calcutta the only remark which the news is likely to elicit is, "no wonder!" Bubonic plague is a filthy disease; it flourishes in the reeking filth of Talmishan, but found no abiding place in the European quarter. In the large cities of India bad drainage, bad ventilation, overcrowding and all the causes that contributed to make Talmishan a breeding ground for the plague bacillus exist, and if Bombay is in half as insanitary a condition as Calcutta, with its reeking Chinese quarter and unspeakably filthy slums overcrowded with Asiatics of the poorest class, it is probable that we shall soon hear that this terrible fatal disease is claiming very large numbers of victims. We hope not, and we hope it will not spread to other cities and to Calcutta, for if it does the mortality is almost certain to speedily reach very alarming proportions. Calcutta appears, to judge by what we read in the papers, to be one of the filthiest cities in the Indian Empire and although the Government of India has had the shocking lesson of the results of the neglect of ordinary sanitary precautions in Hongkong before it ever since 1894, yet nothing, or next to nothing, has been done to improve the sanitary condition of the crowded native quarters, as the following, from the pen of a recent eye-witness, whose somewhat over-generous *exposit* in the *Scotsman* entitled "Unknown Calcutta" shows. The reason to believe that Calcutta, Bombay and some other great Indian cities are far too much "unknown" to those whose business it is to know and to take action to prevent epidemics. But Calcutta has been a festering sore for years and years and the sanitary authorities concerned appear to have thought the task of cleansing its filthy slums so enormous and so difficult of accomplishment that, like our well-nigh inflexible Public Works Department before the ever-memorable epidemic of 1894 it has left for the rising generation a stupendous task. The sanitary authorities, who each successive "Jack-in-office" has shrunk from and shuddered at the mere thought of.

The writer of the article entitled "Unknown Calcutta" after a short preliminary center settles down to his task in the following manner:—

After some delay in mustering forces we started to explore the slums of Calcutta, forming a dignified procession; as advance guard a native policeman armed with a lantern, which we found was much needed, next two enquirers into things, escorted by two inspectors, and the rest brought up by three more natives. One of the party who had been in a state of nervous bewilderment at the fact that he had not armed himself with a large stick—what unknown perils he was prepared to brave who shall say?—was much comforted by this display of force. First then through absolute darkness, where we blindly followed the swiftest light ahead, between rows of native huts, the eaves of which on either side almost overlapped, so closely were they packed, to a miserable den where some no less miserable creatures were smoking opium. The habitual smokers were easily distinguished by their red and hollow cheeks. Our entrance seemed to cause no surprise, perhaps a listless glance would be thrown in our direction, but what a change when a pipe was ready and handed to a smoker; there was something terrible in the eagerness with which they inhaled the smoke.

It is a tedious process, each pipe holds but a drop of opium, which, when prepared, is in a soft, silky state. This held on the point of a wire over a flame till it swells to several times its natural size and takes light is pushed into the little clay bowl, inserted in a straight stem of bamboo, forms the pipe. Three or four powerful draws exhaust the charge. The seasoned smoker will smoke several of these pipes before he falls asleep. Having seen how it was used it was interesting to come to one of the shops where the prepared opium is sold. It was the property of some very amusing and friendly Chinamen, possibly the friendly spirit they showed was aroused somewhat by seeing with whom we were. Evidently the customers, of whom there were no lack, were viewed with distrust, as they were only admitted to the cage-like enclosure in front of the counter, from which they ran up to the ceiling stoneware bars. These people buy the pure opium at the Government auctions, and then prepare and retail it to their emaciated customers, to whom, needless to say, no credit is given. The worst feature of the habit is that the victim will stop at nothing which may enable him to get the drug.

Evidently we were in the Chinese quarter of the town, for we were taken on through many turnings of squalid streets to where some of these lovers of roast pig were smoking. One arrival came who thought they were doing some new business, whereas the habitués knew that this mild form of bettling—the stakes are very small—was winked at by the authorities. Their chief game was remarkable for the extraordinary skill shown by the croupier. A number of crows were thrown on the table, perhaps a couple of hundred or so, and partly hidden by an inverted saucer being placed over as many as it might cover, that one might have a little idea of the actual number as possible. The shells were then rapidly asked away in lots of three, and the players betted whether three, two, or one would be left. When perhaps half the number had been removed in this manner the saucer was lifted to get at the rest. Strange as it may seem, the moment this was done, although there might still be a large number of crows left both round and under where the saucer had been, the bank at once stated what number would remain and actually began to pay winners. Of course the raking was not interrupted, and we could thus see if the bank was correct, but in the four games we watched they were never wrong. Long practice must have given them a sixth sense. It was not easy.

In the course of our wanderings we visited three coffee-houses. These consisted of mere open sheds of great size, in which, on forms scattered about, the most villainous-looking men of all kinds were sitting or squatting, drinking the innocuous beverage from which the places got their name. The policeman said that one of these sheds was generally a safe refuge for any criminal they might want. It would certainly have been far from pleasant to have had to enter such a place by oneself. In the centre there were invariably one or two match girls dancing; of the dances perhaps the less said the better; they were many steps beyond the conventional dance to be seen in a native gentleman's house, where guests and women alike may not be understood; this could not be the case there.

We passed on down a long broad street whose only inhabitants were what Kipling called "dainty idlers," curiously quiet and orderly, turned sharp to the left through a dark gateway and found ourselves looking through a window on a silent shape lying on a stone slab—the morgue.

One could not help being struck with the very orderly appearance of the streets, and remarking this to one of our guides we learnt that here as elsewhere over India the prestige of the ruling race has a great controlling power. As a fact, the chief trouble the police have at night is when some sailor, maddened with the vile liquor he has bought in some native grog shop, breaks out. We were to have a startling example of this. We had just entered a curious sort of music hall frequented by very rough customers, when we saw a sailor, who had evidently been having some sort of dispute, suddenly pull out a knife and go for a man. They seemed to be ready for this sort of thing, for before he could do any serious mischief two policemen were on him, and the arm that held the knife was smashed with a blow from a truncheon. Unfortunately, they did not stop there, and it was a sickening sight to see how the poor wretch was battered about. He had to be carried away by the police. It seemed horribly brutal, but presumably such measures are not for a maddened ruffian with a big knife in his hand, and the power and will to use it. For the rest of our wanderings it would be neither pleasant to recall or tell them, only pieces of *vices and filth in the most repulsive form*. It was with a feeling of relief from looking on what was only horrors that we returned home.

LI HUNG-CHANG AND PRESIDENT CLEVELAND.

Li Hung-chang was received by President Cleveland at the Whitney residence, New York, on August 29th. After the formal greeting, Li Hung-chang addressed the President as follows:—"Your Excellency:—It affords me great pleasure to have the honour to be presented to your excellency. The reputation of your highly esteemed virtues is widely known throughout the world, and in your the citizens of the United States of America have invariably placed their confidence. Consequently the exterior administration and interior relations of this great Republic are in a state of prosperity. It will always be the desire of my august Master, the Emperor of China, to maintain the most cordial relations with America, whose friendly assistance rendered to the Government of China after the China-Japan war, and whose protection for the safety of Chinese immigrants in America are always to be highly appreciated. I am now specially appointed by my august Master, the Emperor of China, to present your excellency assurance of his most friendly feeling toward the United States in the hope that your excellency will reciprocate his sentiment and co-operate with him to promote friendly intercourse between our two countries for the cause of human kind. I trust your excellency's Government will continue to afford protection and kind treatment to Chinese immigrants to America and to render friendly assistance to the Chinese Government when required. May the people of your nation enjoy the blessing of continued peace."

Mr. Cleveland replied as follows:—"Your Excellency:—It gives me great pleasure to receive from you this personal letter from your august Sovereign and greets you with personal representative. Since our two countries became better acquainted many incidents have occurred calculated to increase the friendly expressions contained in the letter of your Emperor, and the visit to our country of his most distinguished subject who has been so honorably and prominently connected with public affairs in his own country and with all that has been attempted in the direction of its advancement and improvement. Your visit to our country at this time is made more impressive by the thought that it serves to join in one suggestion the most ancient civilization of the East and the best type of the newer civilization in the Western world. Notwithstanding the widely different characteristics of the two countries, the welcome which is tendered to you by the Government and citizens of the United States illustrates in the strongest possible manner the kinship of nations. We feel that in the arrangement of your tour you have not allotted to your sojourn in America as sufficient time to make adequate observation of all we have to offer as a nation. It will not, however, escape your notice that a rich and fertile domain has been quickly created by those who were assured that they would reap where they had sown, that a strong and beneficent Government has been here established by those who loved freedom, and that we have a generous and patriotic people, who love their Government because it is theirs, constructed by them, administered by them, and protected and saved from harm by them. We heartily wish that your day's visit may be the most pleasant and profitable of your life, and that you may enjoy a safe and agreeable return to your home and your field of duty and usefulness."

Shortly after the reception to Li Hung-chang President Cleveland started for Buzzard's Bay on the yacht *Sagamore*.

PLYMOUTH AND THE P. & O. COMPANY.

IMPORTANT TO HOMEWARD-BOUND PASSENGERS.

The following letter has been addressed by the Great Western Railway Company to the Managing Director of the P. & O. Company:—"It having been represented to us that the uncertainty that at present exists as to whether special trains will be run from Plymouth to London for the accommodation of passengers landing from the Ocean Steamers presents a good case for consideration, we have been instructed to do so, the Directors have given instructions in future, with a view of preventing the inconvenience and uncertainty that has been complained of, that whenever passengers are landed at Plymouth from the Ocean steamers too late for them to proceed by the night mail leaving Plymouth at 8.10 p.m. or before 7 a.m. or at any time on Sunday or Tuesday night, a special train shall be run from Plymouth to London for the conveyance of passengers and mail irrespective of the number of passengers landed. It is of course understood, also, that whenever more passengers are landed in the day time than can be conveniently accommodated by either of the regular express trains from Plymouth to London, a special train will always be run for their accommodation. In making this arrangement, which of course will involve a good deal of additional expense to the Company, we are depending upon you, and the other shipping companies concerned, doing all you can to make the arrangements known to the homeward-bound passengers so that they may be induced to land at Plymouth in large numbers, and so far as may be possible, recoup the Company for the additional expense incurred. I may add that we have been building some new and improved carriages of the corridor type, fitted with all modern improvements, lavatory accommodation for each class, etc., especially for the accommodation of passengers, landing at Plymouth; and you may perhaps like to know that the special trains we are now running from Plymouth to London will be the journey is from 8.10 p.m. to 8.10 a.m. and back."

TYPHOONS.

The *Pilot Chart of the North Pacific* for September, issued by the United States Hydrographic Office, contains a good deal of useful information connected with typhoons. It shows clearly the average track of these dangerous storms during September for the past ten years and in a marginal note there is a good deal of matter which, if not entirely original, is at least of sufficient general interest to justify reproduction in these columns. The United States hydrographers not only give their ideas respecting the origin and courses of these storms, but also do what Dr. Doherty was severely criticised for doing as to how a ship should be managed in a typhoon. It is impossible to reproduce here, without several explanatory charts, all that the hydrographers have to say on the subject, but the following is the gist of their carefully prepared and well-intentioned memorandum:—

Typhoons, which are of a cyclonic nature, are due primarily to the appearance, generally within the sea enclosed by the Philippines, the Western Carolines, and the Mariana Islands, of a local area of low barometer. In its incipient stages, the deficiency of pressure throughout this area may be very slight, amounting generally to but a few hundredths of an inch. Under favourable conditions, the depression deepens, at the same time assuming a circular or oval shape. At the centre of this area, and during the height of the storm, the barometric pressure may fall as low as 28.50 inches. The space, however, over which this exceedingly low barometer prevails is generally small, sometimes not more than a few miles in extent.

Around this central low, which constitutes the heart of the storm, the winds circulate in a direction contrary to the motion of the hands of a watch, at the same time drawing in towards the centre, the clouds described by the air being followed by the water in escaping from a circular basin by a central opening in the bottom. To the north of the storm centre we thus have easterly and north-easterly winds to the south, westerly and south-westerly; east of the centre, southerly and south-easterly winds will prevail; west of the centre, northerly and north-westerly. The strength of the wind diminishes as we go outward, the winds of typhoon force rarely extending further than 300 miles from the storm centre.

The first barometric indication of the approach of a typhoon is the disturbance of the diurnal range. In these low latitudes, the barometer, during settled weather, should have a decided maximum at 10 a.m., standing at that hour, between 29.85 and 29.95 inches, while at 4 p.m. there should be a corresponding minimum, the reading at this hour being about 0.10 inch less than at 10 a.m. At 10 p.m. there should be a second maximum, and at 4 a.m. a minimum, neither, however, so well marked as the former. If the forenoon maximum is appreciably below 29.85, or if the descent during the interval between this and the afternoon minimum is greater than one-tenth of an inch, the weather should be watched with great care. Several successive days of light variable winds and calms; a period of hot and sultry weather; increasing moisture of the atmosphere, shown by the diminishing difference between the wet- and dry-bulb thermometer; increasing amount of cloud, and an ominous heaving of the sea, are all conditions forerunning the occurrence of a typhoon.

In addition to the movement of the air around the storm centre, there is also a progressive movement of the water itself, carrying with it the circulating system of winds. In low latitudes the direction of this motion for all typhoons has a westerly component, some storms continuing this course and entering the "Mikado" of Cochin China; others recurve towards the north-east, and skirt the shores of Japan. Certain characteristic typhoon tracks for the month of September in previous years are given on the *Pilot Chart* of the present month. Of these, Nos. 2, 4, and 8 are seen to maintain their westerly course, while Nos. 1, 5, and 6, move first north-westward, recurve, and then advance towards the north-east, the velocity of this movement being within the Tropics, it rarely exceeds 10 miles per hour, the outward motion of the centre here being much more constant than further north, where it ranges from zero, the centre at times appearing to become all but stationary, up to forty miles per hour.

The present theory of tropical cyclonic storm requires that there shall exist at the centre a rising column of warm, moist air. Upon reaching the higher levels of the atmosphere, the water vapour borne aloft by this air is condensed into clouds, which are carried by the now outward-curling wind away from the centre on all sides. The clouds then, which are formed at a great height, and are of the cirrus type, radiating in long feathery streamers from the region of the ascending column, constitute, for the sailor, the best indication of the approaching typhoon, sometimes making their appearance when the storm centre is 1,500 miles distant.

As the centre approaches, the density of the cloud canopy deepens, until the belt of nimbus, from which torrents of rain descend, is attained. The width of this belt in front of the centre is in general about 10 miles in the rear it is less. A vessel would be hit by the storm by the character of the winds and sea that a typhoon is approaching should, if sea room permits, seek to avoid it by running. In general terms, it may be said that the semi-circle of the storm towards the equator is the less dangerous, as storms in both hemispheres show a decided tendency to move towards the poles. A vessel, therefore, if the N.E. semi-circle, is free from the danger of being met by the typhoon after recurving.

If the fall of the barometer is slow, the vessel is at a distance, and a swift, steady, taking advantage of the decreasing favourable winds may manage to outstrip it, especially in low latitudes, and thus escape the loss of time incidental to seeking the southern semi-circle. A vessel, however, borne to leeward by the temporary surface currents produced by the storm winds will in general be compelled to cross the storm track, in order to avoid the centre. In both of these manoeuvres, the wind should be kept well on the starboard quarter, the effect of this being to carry the vessel constantly further from the storm centre. In the vicinity of a typhoon, the vessel should never run for any length of time with the wind dead.

It is, however, only in the outlying portions of the storm that it is possible to carry sail. Near the centre, the vessel must be hoisted under as little canvas as possible and much depends upon this being done upon the proper track. That a shipmaster may derive full value from the indications of his barometer during a typhoon it is necessary that he have an accurate knowledge of the index error of the instrument; this he can obtain only by comparison with a standard barometer; such comparison should therefore be made whenever and wherever possible. The readings, moreover, should not be made haphazard, but should be made and recorded at regular intervals at the close of each watch, or in case of rapid changes, at the close of each hour, in order that it may be evident whether the rate of fall is accelerating or diminishing. It is necessary to make a record of the temperature of the air, and the temperature of the surface of the sea, and the temperature of the water at a depth of 10 fathoms, and at a depth of 20 fathoms, and at a depth of 30 fathoms, and at a depth of 40 fathoms, and at a depth of 50 fathoms, and at a depth of 60 fathoms, and at a depth of 70 fathoms, and at a depth of 80 fathoms, and at a depth of 90 fathoms, and at a depth of 100 fathoms, and at a depth of 110 fathoms, and at a depth of 120 fathoms, and at a depth of 130 fathoms, and at a depth of 140 fathoms, and at a depth of 150 fathoms, and at a depth of 160 fathoms, and at a depth of 170 fathoms, and at a depth of 180 fathoms, and at a depth of 190 fathoms, and at a depth of 200 fathoms, and at a depth of 210 fathoms, and at a depth of 220 fathoms, and at a depth of 230 fathoms, and at a depth of 240 fathoms, and at a depth of 250 fathoms, and at a depth of 260 fathoms, and at a depth of 270 fathoms, and at a depth of 280 fathoms, 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Intimations.

KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS—

WATKINS & CO., HONGKONG.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: 3,000,000
Head Office: 15, Avenue Maignon, Paris

WORKS IN EUROPE:
at Bordeaux (DYLE), Legun
at London (BACALAN)

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, and Axles combined, Permanent Bridges for Railway, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Drydocks.

CONTRACTORS
for
Constructing and Working
Railways and Tramways.

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the Straits Settlements and F.M.S.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"
Captain Branch, will be despatched as above
TO-MORROW, the 3rd instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd October, 1896. [1514]

NAVIGAZIONE GENERALE ITALIANA.
(FLORENCE & RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

VENICE and TRIESTE, all MEDITERRA-
NEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLEO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Mancini, will be despatched as above
TO-MORROW, the 3rd instant, at Noon.
At Bombay the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 2nd October, 1896. [1520]

FOR SINGAPORE.

"TRITOS,"
Captain W. A. Lines, will be despatched for the
above Port TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 2nd October, 1896. [1533]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUTSANG,"
Captain G. Payne, will be despatched as above
TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd October, 1896. [1518]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAILOONG,"
Captain Davis, will be despatched for the above
Port on SUNDAY, the 4th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 1st October, 1896. [1537]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, CHEFOO AND
NEWCHANG.

THE Company's Steamship

"TAMSUI,"
Captain Vaughan, will be despatched as above
on MONDAY, the 3rd instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st October, 1896. [1528]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)
Almor... Thursday... 15th October.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE,"
will be despatched hence for VICTORIA (B.C.)
and PORTLAND, OREGON, via KOBE and
YOKOHAMA, on THURSDAY, the 15th
October.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th September, 1896. [1509]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A.L.L. American Ship
"CHARLES E. MOODY,"
Captain Leonard, is loading here for the above
Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBERG & Co.,
Agents.

Hongkong, 30th September, 1896. [1504]

FOR NEW YORK.

THE 3/3 A.L.L. American Ship
"SAINT MARK,"
Dudley, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 28th August, 1896. [1537]

FOR SAN FRANCISCO.

THE 3/3 A.L.L. British Bark
"CASABLANCA,"
Cantley, Master, will load here for the above
Port, and will have quick despatch.

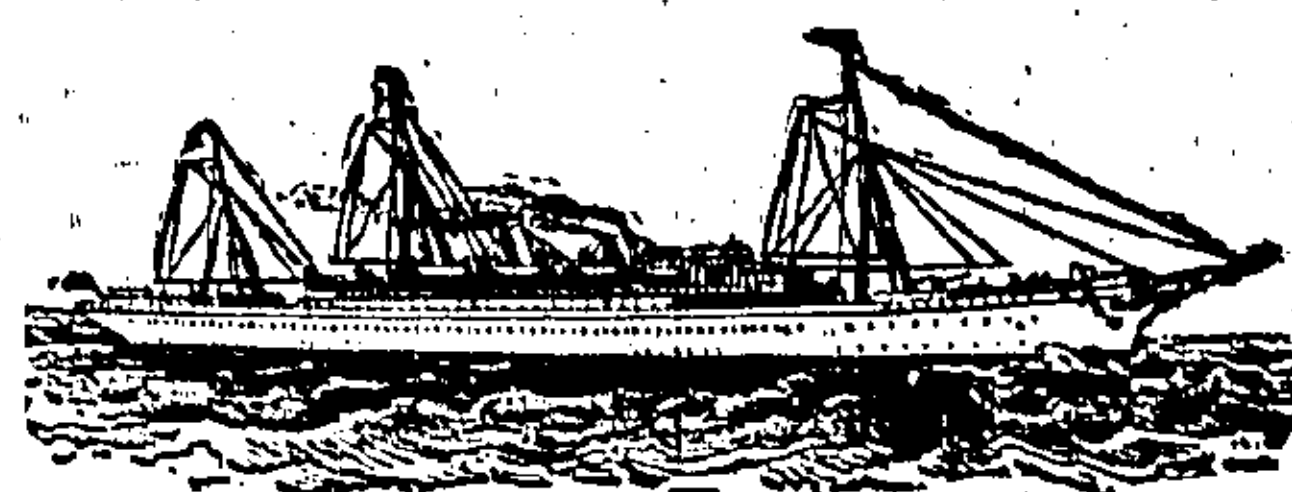
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th September, 1896. [1539]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th October.
EMPRESS OF INDIA...Comdr. G. P. Marshall, R.N.R....WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL Rates (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for
9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 30th September, 1896. [15]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doris (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 8th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 27th Oct., at Noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 12th Nov., at Noon.

THE U.S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on THURSDAY, the
8th October, 1896, at Noon, taking Passengers
and Freight for Japan, the United States, and
Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding Orders for OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and name will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 30th September, 1896. [15]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RATTEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 10th May, 1896. [15]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship
"ROHILLA,"
Captain F. J. Cole, carrying Her Majesty's Mails,
will be despatched from this for BOMBAY, &c.,
on THURSDAY, the 8th October, at Noon,
taking Passengers and Cargo for the above
Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London,
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 24th September, 1896. [431]

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday... 15th Oct.
Friedrich ... Tuesday... 10th Nov.
Sachsen ... Tuesday... 8th Dec.
Bayern ... Tuesday... 5th Jan.
Prinz Heinrich ... Tuesday... 2nd Feb.
Friedrich ... Tuesday... 2nd March.

ON TUESDAY, the 15th day of October,
1896, at 4 A.M. the Company's Steamship
"PRINZ HEINRICH," Captain Coppers, with
MAILS, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON on
SATURDAY, the 10th Oct. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 12th Oct. and Parcels will be received at
the Agency's Office until NOON on MONDAY, the
12th Oct. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs. and Parcels should not exceed Two Feet
Cube in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the TERRITORIES
and CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table,
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK, Passen-
gers to EUROPE may proceed by one of the
fast ATLANTIC MAIL LINES.

HONGKONG TO PACIFIC COAST \$225.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia ... 4.50 ... Saturday ... 1 Oct. 17.
Braemar ... 3.50 ... Wednesday ... 1 Nov. 4.
Tacoma ... 2.50 ... Thursday ... 1 Nov. 26.
Victoria ... 3.17 ... Tuesday ... 1 Dec. 2.
Olympia ... 2.58 ... Tuesday ... 1 Dec. 29.

THE Steamship
"OLYMPIA,"
Captain Tredwell, sailing at Noon, on
SATURDAY, the 27th October, will proceed
to VICTORIA (B.C.) and TACOMA (Wash.),
via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
Copy must be sent forward by the Steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address
marked in full by 5 P.M. on the day previous to
sailing.

For further information as to Passage and
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 1st October, 1896. [15]

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

GLYCE FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREY & Co.,
Bank Buildings,
Hongkong, 2nd March, 1896. [15]